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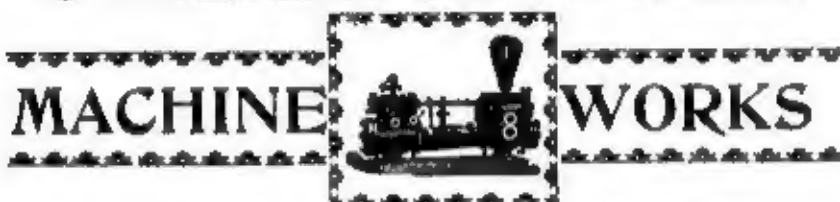
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There is a man in Terre Haute  
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His name is C. M. Gilmore.  
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At Twenty-six South Third street  
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His prices, they are reasonable  
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The pleasant nights will soon be here  
And sweethearts ne'er excuse  
The man who takes them out to walk  
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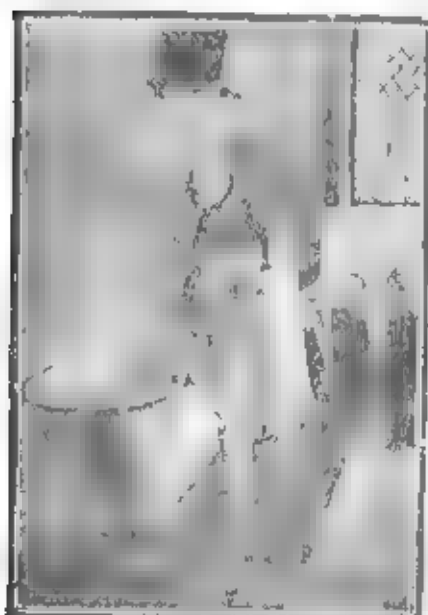
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HISTORICAL SOUVENIR  
OF THE  
*TERRE HAUTE*  
FIRE DEPARTMENT  
TERRE HAUTE, IND.

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1894

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PUBLISHED UNDER THE AUSPICES  
OF THE  
FIREMEN'S RELIEF ASSOCIATION

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TERRE HAUTE, IND.  
PRESS OF G. H. HERB  
1894



S. L. FENNER

JOSEPH B. FIGLIA

J. LEBIG

BOARD OF FIRE COMMISSIONERS.

## PREFATORY.

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Every cause must have its legitimate purpose

In presenting this modest souvenir to the public the Fire Ladders of Terre Haute wish to call attention to the fact that they, as a class, are pre-empted from the benefits of general insurance by the very nature of their dangerous avocation and, that the efforts of the Legislature in their behalf—hereby a relief fund—was established through the taxation of insurance companies for their benefit has been declared unconstitutional by the Supreme Court hence, the men who stand bravely between our citizens and the ravages of the fire fiend are practically without protection for themselves and families in the event of accident.

To the worthy purpose of inaugurating a fund from which these worthy soldiers of civilization can be benefited in cases of emergency, this volume is dedicated, and, the friends of the department can have the satisfaction of knowing that whatever profit may be derived, goes to swell no private fortune, no selfish interest, but will form a fund from which our brave ladders can draw benefits in times of disaster and need.

TERRE HAUTE, October 30 1894

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### THE BOARD OF FIRE COMMISSIONERS.

Mr. Joseph B. Fuqua, Chairman was born in Vigo county Indiana, in 1837, came to Terre Haute in 1871 Is engaged in the grocery business here, was elected to city council in 1891, appointed on board in 1892.

Mr. S. L. Fenner is a native of Ohio long a resident of Terre Haute, and is engaged in the hardware trade Mr. Fenner was elected a member of the city council in 1893, and appointed on the Fire Board in 1894.

Mr. J. Liebr, the third member, composing the Board of Commissioners, is a native of Indiana, and is engaged in the tailoring business with the firm of Goodman & Hirschler of this city. Mr. Liebr was elected a member of council in 1894, and appointed to Fire Board the same year



FRED A. ROSS, MAYOR



## MAYOR FRED A. ROSS,

OF TERRE HAUTE, IND.,

was born in Searsport, Maine, in 1834. He first came to Terre Haute in 1846, and became a permanent resident in 1847. From that time until 1851, he attended the public schools of this city, spending part of his time in the store of his father, the late John C. Ross, who was engaged in general merchandising. After about two years in Wabash College, at Crawfordsville, Ind., he again entered his father's store as a clerk, and in 1854 became a partner under the firm name of John C. Ross & Son. In 1863 he became proprietor.

Like the majority of Indiana citizens who have risen to prominence, Mayor Ross did his full share of service in the late war, during which, he commanded as captain Company D of the 133d Regiment Indiana Infantry. He was also the commander of a company in the Indiana Legion for about two years, and has always been a leading member of the G. A. R. since the initiation of the order, being a charter member of Morton Post No. 1 Department of Indiana. At the close of hostilities in 1865, he formed a partnership with Linus A. Burnett, under the firm name of Burnett & Ross, in the wholesale saddlery, hardware and leather business, and in 1869, upon the dissolution of the firm, he continued the business until 1873, when he sold out to George Kerekhoff & Co. to engage in the real estate business, which has been his occupation since that time—the present firm being Ross & McFarland.

Mayor Ross was elected to his office May 3, 1892, for a term of two years, and re-elected in May 1894, for four years, from September 1894.

Personally, Mr. Ross is affable and courteous. In business relations, clear-cut and far-sighted. In all, a typical example of the progressive American business man.

Politically, the Mayor is a Republican—a Republican every day in the week and all the year round—his record has been one of entire fealty to the principles of his party. In its councils he stands high and has before him a political future, bright indeed—backed as it is, by the universal friendship and respect of his fellow-citizens without reference to political affiliations or religious creed.



J. D. JONES, CLERGYMAN

## CHIEF J. D. JONES,

### OF TERRE HAUTE FIRE DEPARTMENT

at Cincinnati, Ohio, March 11, 1846 was born, the executive head of Terre Haute's fire department. Educated in the common schools, and at an early age apprenticed to the trade of steamboat engineer, the war of the rebellion found him just emerging from boyhood, but ready to offer all at his country's call.

At seventeen years of age Chief Jones stood at the throttle of The Springfield, No. 22, of the Mississippi squadron, as engineer, in the historic environment of Vicksburg.

What better training could chance have given to the future chief in a profession that demands cool-headed judgment and manly bravery at every turn?

The chief came to Terre Haute in 1873 and entered the fire department in 1878 as engineer of Engine Co. No. 2, and was elected chief engineer of the department in 1890. Retired from the service in 1892, but was re-elected the present year, 1894.

In every day routine, Chief Jones is reputed as a thorough disciplinarian, but withal, kindly and considerate of the welfare of his men. In action he is above all a general, conservative and cool, with his forces well in hand.

Terre Haute takes special pride in the morale of the force under its present chief, drunkenness and profanity are practically unknown, and the whole atmosphere of the department is that of metropolitan thoroughness and discipline. It seems to be the consensus of opinion that the very best man for this most important position has been secured.



## THEODORE GOODMAN,

ASSISTANT CHIEF, TERRE HAUTE FIRE DEPARTMENT

Mr. Goodman was born December 17, 1857, in Vigo county, Indiana, and came to Terre Haute with his parents in 1867. He received his education in the public schools of this city and learned his trade as a plasterer here.

First entered local fire service in 1884 as hoseman of Co. No. 2. Was appointed Captain of No. 4 in 1885, and Assistant Chief of Department in 1894.

Assistant Chief Goodman has charge of much of the clerical work of the department, in the line of fire loss adjustments and reports. His unfailing affability has secured him the firm friendship of all citizens with whom he has business, both in and out of the department.



J. W. HARROLD



L. C. KRETZ

## J. W. HARROLD

### SUPERINTENDENT FIRE ALARM TELEGRAPH

Superintendent Harrold was born at Mooresville, Ind., in 1846, and first came to Terre Haute in 1865. Here he followed general merchandising until his appointment as lineman on the department in 1880, having formerly been engaged in the same capacity with the Western Union Telegraph Co.

In 1882 Mr. Harrold was appointed Assistant Superintendent, returning from this service in 1884 and returned to the fire force as Superintendent of Alarm Telegraph in 1894.

Shortly after returning to the service, on September 15, 1894, Mr. Harrold met with a serious accident by falling from a telegraph pole and breaking both his arm and leg—the latter in four places. As a result he is still disabled and will be incapacitated for some time to come.

## LAWRENCE C. KRETZ

### (ACTING) SUPERINTENDENT FIRE ALARM TELEGRAPH

Mr. Kretz was born at Montezuma, Ind., in 1845, and came to Terre Haute in 1868, and followed his trade as a plasterer until entering the fire service in 1878 as pipeman on No. 5 Hose Co.

In 1880 he was appointed Superintendent of Alarm Telegraph, and later, served as Chief of Department during the unexpired term of W. K. Barnett.

In 1884 Mr. Kretz was elected chief and served one year; upon the reorganization of the department he was elected deputy, and has since again served as Superintendent of Fire Alarm and Assistant Chief.



JAMES D. BIK  
OF IN C. O. B.  
C. N. STELL

ALAN S. P. DE  
OF N. O. AN. J.  
W. L. O. O. J. Z.

P. N. F. J.  
P. N. F. J.  
P. N. F. J.

## THE CAPTAINS OF THE TERRE HAUTE FIRE DEPARTMENT.

Wm. F. Jones, Captain Hose Co. No. 2 was born in Cincinnati, O., November 2, 1848. Entered the service in 1881. Appointed Captain 1891.

Ethas F. Leonard, Captain Hose Co. No. 4, was born in Terre Haute, Ind. April 3, 1858. Entered the service in 1881. Appointed Captain 1886.

John Comolford, Captain Engine Co. No. 3, was born in Shelby county, Ill., October 15, 1859. Entered the service in 1883. Appointed Captain 1887.

John Osterloo, Captain Engine Co. No. 6, was born in Buffalo, Wis., March 3, 1861. Entered the service in 1880. Appointed Captain 1890.

Albert Schuster, Captain Aerial Truck Co., was born at Crawford, O., April 28, 1864. Entered the service in 1884. Appointed Captain 1888.

Henry McCallister, Captain Hose Co. No. 1, was born at Mt. Vernon, Ind., June 1, 1856. Entered the service in 1891. Appointed Captain 1894.

John L. McConnell, Captain Hose Co. No. 7, was born in Montgomery county Ill., October 29, 1862. Entered the service in 1889. Appointed Captain 1894.

John H. Lawler, Captain No. 2 Truck, was born in Ross county, O., October 5, 1859. Entered the service in 1890. Appointed Captain 1894.

James P. Burke, Captain Chemical Engine No. 1, was born in Terre Haute, Ind., March 1861. Entered the service in 1883. Appointed Captain 1892.

John Favey, Captain Hose Co. No. 5 was born in Terre Haute, Ind., January 8, 1871. Entered the service in 1892. Appointed Captain 1893.



HEADQUARTERS T H F D



# ROSTER.

## Terre Haute Fire Department 1894.

### FULL PAID-FIFTY MEMBERS.

J. D. JONES, Chief Engineer  
THEODORE GOODMAN, Assistant Chief Engineer  
J. W. HARROLD, Superintendent of Fire Alarm Telegraph.  
L. C. KRETZ, Acting Superintendent of Fire Alarm

AERIAL TRUCK Co. No. 1.—Consists of the following members Albert Shuster Captain, Frank McCoramuk Driver, Wm. Appman, Ladderman, Jas. Kneeky Ladderman

TRUCK Co. No. 2.—John Lawler, Captain, John Rader Driver, Oliver Strain Steersman, Danl. Weideler, Ladderman

CHEMICAL Co. No. 1.—James P. Burke Captain, Wm. McConnell, Driver Geo. Early Hoseman

HOSE Co. No. 1.—Henry McAllister Captain, Albert Howell Driver Wm. Anderson, Pipeman, Henry Howard, Hoseman

HOSE Co. No. 2.—Wm. F. Jones Captain, Chas. Peyton Driver John McClean, Pipeman, Frank Easter, Hoseman

ENGINE Co. No. 3.—John Cunnifford, Captain and Engineer Mike Shay Driver of Engine, Tios Cravens, Driver of Hose Wagon Mike Scanlon, Pipeman, Peter Hoofnagle, Hoseman, Geo. Anderson, Hoseman

HOSE Co. No. 4.—Elias O. Leonard Captain, Dwight Christy Driver Wm. A. Lewis, Pipeman, Cornelius Walsh, Hoseman.

HOSE Co. No. 5.—John Fahey Captain, James Gaughlin Driver, Walter J. Bell, Pipeman, Joseph Shuster, Hoseman

ENGINE Co. No. 6.—John Osterloo, Captain and Engineer, Wm. Scanlon Engine Driver, Wm. Morelock, Wagon Driver, John Renzenbrink Pipeman, Henry Cravens, Hoseman, Patrick Scanlon, Hoseman

HOSE Co. No. 7.—John McConnell Captain, John McKinzie, Driver Robert Cowen, Pipeman, John McMahan, Hoseman.

EXTRA MEN.—Charles Gristow and Charles Schulmeyer

TOWER WATCHMAN.—James Wheatfill

The apparatus of the Fire Department consists of—

- 2 Steamers, Jeffers, made at Pautucket, R. I.
- 1 Babcock Aerial Truck
- 1 Babcock Plain Truck
- 1 Double Tank No. 1 Babcock Chemical Engine
- 6 Hose Wagons.
- 1 Hose Reel
- 1 Babcock Hose Carriage
- 2 Chief's Buggies.
- 28 Horses.
- 8,000 Feet of Hose.



ROSE COMPANY No. 1

## VOLUNTEER DAYS.

Many a staid and dignified gray-head of the present day will instinctively smile and chuckle softly in memory of the gay and lusty days, now long gone by when he ran with the machine and fought valiantly in the interest of supremacy for his particular company.

In these later days, it matters little whether he struggled in the interest of Vigor No. 2, The Northern Liberties, or The Niagara; the time was, to every old volunteer fireman, the hey-day of his existence.

The form of these companies (Vigor No. 2 was the first regularly organized fire company in Terre Haute, it came into existence about 1855. Previously nothing in the way of a fire machine existed in town except an old and dilapidated hand-brake, called "The Old Hoosier."

With the advent of the Vigor and their ownership of a then, up to date Hunniman Machine came a spirit of emulation that soon resulted in the organization of a second company with the euphonic title of "Northern Liberties" composed principally of Alton railroad men from the north end of town. They rehabilitated "The Old Hoosier" rechristened her "The Deluge," and enthusiastically demanded a share of the public's plaudits.

In 1857 a third company called "The Niagara," made their bow and entered the lists for honors. This company like the "Northern Liberties" was principally composed of railroad men belonging to the Indianapolis and also from the Evansville roads. With these three organizations in active operation, the embryo city was well supplied with active fire fighters, in fact, the spirit of emulation was so great between them and the desire to get "first water" so intense, that many suspicious blazes occurred that would invariably find one or other of the companies all ready to make a quick run to add new laurels for their beloved machine. It came to be generally understood that old canal boats, isolated shanties, etc., stood a poor show for existence, provided they were favorably located for making a run.

The great interest taken by all classes of citizens in the organizations naturally resulted in procuring good equipments. First, as before stated the Vigor possessed a Hunniman engine then followed the Northern Liberties with a brand new Jeffers hand engine, purchased mostly by public subscriptions, then followed the Niagaras with a powerful Button machine, duplicated shortly by the Vigor who began to feel that they, the original company were getting behind the times. The Niagaras first engine had been a cumbersome double deck end machine purchased in Cincinnati in 1857, and much too heavy for quick progress through the deep sand of which most of the streets was composed. Many a gibe



HOSE COMPANY No. 2.

and laugh did the Niagaras have to take when stuck on their way to fires while their more lightly equipped competitors ran quickly past. The Niagaras continued an active element in the fire force until they disbanded in 1868. Squire Alex Thomas being the last president of the company

In 1859 the city council first granted a regular amount to assist the expenses of the different companies in that year \$160 was voted to each engine company and \$120 to the Hook and Ladder Co lately formed.

Surrounding this period was the halcyon days of the volunteer fire service. No public function was deemed complete without a parade of its members, their scarlet shirts embellished every fair ground and their annual tournaments formed the social climax of each years glory

It is not our province to relate the many stirring contests bravely fought, or schedule the trophies proudly won, as the silver trumpet now at headquarters. Old members will recall with pleasure that historic contest at the Fair Grounds between the Vigos, Northern Liberties and Niagaras. won by the Vigos, who triumphantly bore their captain John Bryan, back to town on their shoulders and rounded out the days victory with a ball—the memory of which will still tickle the toes of many a sedate grandfather

Before leaving the delightful subject of those old days we should make passing mention of The Washingtons, organized in 1859 but failing to secure an engine, disbanded the same year. Also, the Eagles, No. 4, a company of very young men whose frolicsome aim it was to beat the runs of older companies rather than to fight fires.

Of the old machines, some are broken up and all scattered. The old Hunniman engine of the Vigos, No. 2 is at Jasper Ind., still in service. An effort is now being made by Capt. John Bell and others, to secure its return here as a relic of the olden times

The Button machine of the Northern Liberties was purchased by Crawfordsville, Ind., and is supposedly still there, while the "Kate Tousey" (named in honor of a daughter of Ralph Tousey) hose machine of long and faithful service with the Vigos. was smashed and dismantled years ago, about 1876





ENGINE of ROSE COMPANY No. 5

## THE TERRE HAUTE FIRE DEPARTMENT.

BY CHIEF J. D. JONES.

Engine Co. No. 1 was organized upon the arrival of steamer Albert Lange, No. 1 as a paid department. The company was at first and is still located at Lafayette and Linton streets. Sid Temple was the first engineer and John A. Bryan, chief. Company No. 2 was organized in 1868 as a paid force at Fourth and Walnut, in the old market house, with Ben West as engineer and Capt. John D. Bell as chief. There were four companies Nos. 1, 2, 4 and 5 hose companies, and hook and ladder, No. 1 (the old village truck with one horse). The hose companies were equipped with the old-styled reels.

Wm. Van Brunt was elected chief May 1872. The Gamewell system of fire alarm was put in in 1873.

Stephen Mahoney was elected chief May, 1874 serving two years, and giving way to Henry Ramme, May, 1876.

Henry Stakeman was superintendent of fire alarm and foreman of the Hick and Ladder Co. There were twenty four runs during that year, none of them amounting to very much.

In June, 1875, Engine and Hose Co., No. 2, moved in the house built for them at Fourth and Farrington streets. Peter Allen engineer, Wm. Welch, driver of engine, Jabez Smith, Jr. driver of reel, with four outside or minute men.

Joseph H. Schell was elected chief May, 1877, to succeed Henry Ramme. The present Truck No. 2, was stationed in No. 7 house which was purchased by Chief Schell in 1878.

Mr. Schell was succeeded by V. G. Dickhout, May 1879, who served until September 1880, and was succeeded by W. K. Burnett, who served until November, 1881, and was succeeded by L. C. Kretz, at that time superintendent of fire alarm, who served as chief until May, 1882. This period was memorable on account of the distillery explosion—killing two men.

John Kennedy was elected chief in 1882 and served until February, 1883, and was succeeded by V. G. Dickhout, who filled out the unexpired term of Kennedy. Dickhout was succeeded by L. C. Kretz, who served until May 1885, when the present non-partisan, full paid department



HOSE CO. No. 4 & CHEMICAL ENGINE No.



was organized and proved a radical improvement over the old system.

In 1879 Vigo engine was moved to Ninth and Cherry in the building now owned and occupied by Jehu Lewis as a livery stable. The company remained there until September, 1884, when they moved in the new house built at the corner of Thirteenth and Chase streets, for Engine and Hose Co. No. 3, this house was constructed during the administration of L. C. Kretz. The chief losses of that year (1884) was the old frame distillery, also the Chitt & Williams planing mill.

L. C. Kretz was succeeded by Joseph H. Schell in May 1885. The present headquarters were built under Chief Schell in 1886. The disastrous distillery explosion occurred that year January 15th, killing five men: Kyal Ethington, F. Buckingham, George Otterman, Frank McNellis and M. Ahrien. Exactly one year from this date, on January 15, 1887, the new distillery burned, at which time Jas. Nugent lost his life.

Chief Schell was succeeded by Martin Hunter in May, 1887, this was a disastrous year for fires, the Car Works were completely destroyed, also the Normal School, which was a total loss with no insurance.

Hose Co. No. 6 was organized in March 1888 with T. O. Welch, as foreman, Wm. Shannon, engineer, S. Mayne, Patrick Lahey, John Roberts and Chas. Appman. No. 4's new house was completed May 2d of that year and the company moved out of the old stable in the rear into their new quarters. The chemical engine was bought in November 1887 and placed in No. 4's house with John Comford as foreman, Wm. McConnell and Frank Westfall. She is one of the most valuable pieces of apparatus in the service, being a No. 1 double tank Babcock machine.

John Kennedy succeeded Martin Hunter as chief May 8, 1890. In April, of that year, the aerial truck was purchased at a cost of \$3,400 by Mr. Samuel Hybarger, Chairman of Fire Committee.

John Kennedy was succeeded by J. D. Jones, May 10 1890. Several large fires occurred during the next two years, among them the Nichols cooper shop, Pixley's clothing store, the Goodman & Hirschler clothing manufactory and Newhart's hominy mill.

No. 7's house was built and finished September 1 1891. No. 7 was organized September 10, 1891 with Hose Co. No. 7 and Hook and Ladder Co. No. 2. Theodore Goodman, the present assistant chief, was foreman, Jas. Caughlin, John Kelley and John McConnell and as members of the hose company, John Reder, John Lawler, Fred Davis, Wm. Armstrong. At this time the colored company was organized in old Hose Co. No. 1. Henry McAister, as foreman, Albert Howell, Wm. Anderson and L. D. Scott (since deceased), constituted this company.

J. D. Jones was succeeded by John Kennedy May 18, 1892. This year several large fires occurred, the Herman Carriage Works, the Terre Haute Car and Manufacturing Co., Goetz's furniture store, the seminary



FRONT OF CHURCH



FRONT OF CHURCH

of St. Ann's Catholic Church, Clift & Williams' Planing Mills and the Hulman stables.

John Kennedy was succeeded by J. D. Jones, May 8, 1894. On account of complications in the State law, Chief Kennedy refused to deliver up the office until September 3, 1894. In the month of October during the present year there were twenty-five fires more than ever before in the same length of time in the history of Terre Haute. A great many of the fires were of incendiary origin, started in stables and outbuildings. But the splendidly equipped department and efficient work of the members prevented any large conflagrations.

It is really unnecessary to speak of the efficiency of the Terre Haute Fire Department, as it is a well-known fact that it ranks second to none in the Western country. It is made up of men who have the interests of the people at heart, and who are ever ready to respond to the call of duty day or night and in all kinds of weather. Their moral character is above reproach, their bearing gentlemanly. A call finds them ever ready and willing to further the interests of the people at all times.



## Location of Fire Alarm Boxes



2 Opera House, Cor. 4th and Main	46 No. 6 Engine House
7 Washington Ave. and 2d St	47 4th and 9d Ave
8 6th and Laufen	5 7th and Eagle
12 17th and Washington Ave	52 7th and I & 8th T. R. R
13 Cor. Locust and Lafayette Ave	53 8th and Sycamore
14 16th and Sycamore	54 6th and Sycamore
15 1st and 2d Ave	55 7th and Walnut Ave
16 13th and Sycamore	56 15th and Orchard
17 No. 4 Hose House	51 6th bet. Main and Ohio
18 1st and Mulberry	52 Poplar bet. 1st and 2d
21 No. 2 Hose House	53 6th and Poplar
23 6th and College	54 1st and Main
24 6th and Washington Ave	55 7th and Main
25 Headquarters, 9th bet. Main & Ohio	57 4th and Walnut
26 1st and Wilson	58 8th and Walnut
27 1st and Princeton Road	59 4th and Crawford
28 7th and Denning	7 6th and Main
29 5th and Swan	72 3rd and Main
31 4th and Eagle	73 2th and Ohio
32 7th and Lafayette	74 10th and Spruce
33 5th and Cherry	75 16th and Chase
34 No. 3 Engine House	8 9d and Oak
35 16th and Chestnut	82 8th and College
36 10th and Chestnut	83 7th and Scott
37 No. 7 Hose House	84 5th and Hancock
38 9th and Locust	85 Normal School Building
39 13th and 7th Ave	91 6th and Mulberry
41 14th and Poplar	92 13th and Pine
42 15th and Liberty Ave	93 7th and Hickman
43 2d and Locust	124 13th and Franklin Ave
44 7th and Oak	125 No. 1 Hose House
45 T. H. Car and Mtg. Works	126 16th and Park

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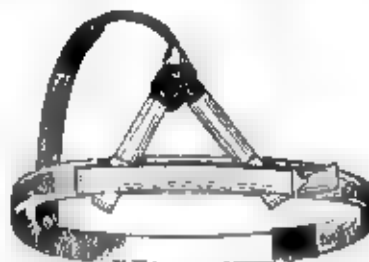


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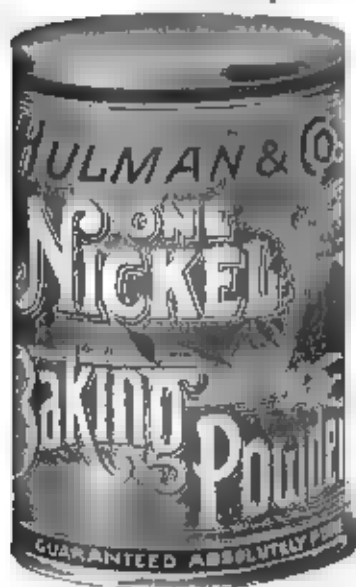
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*It*

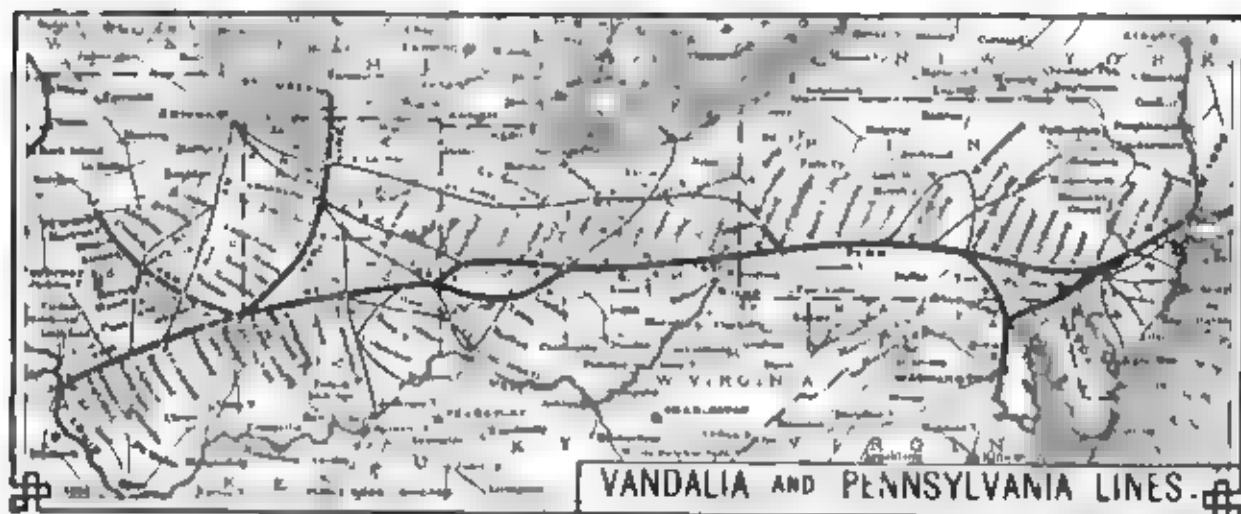
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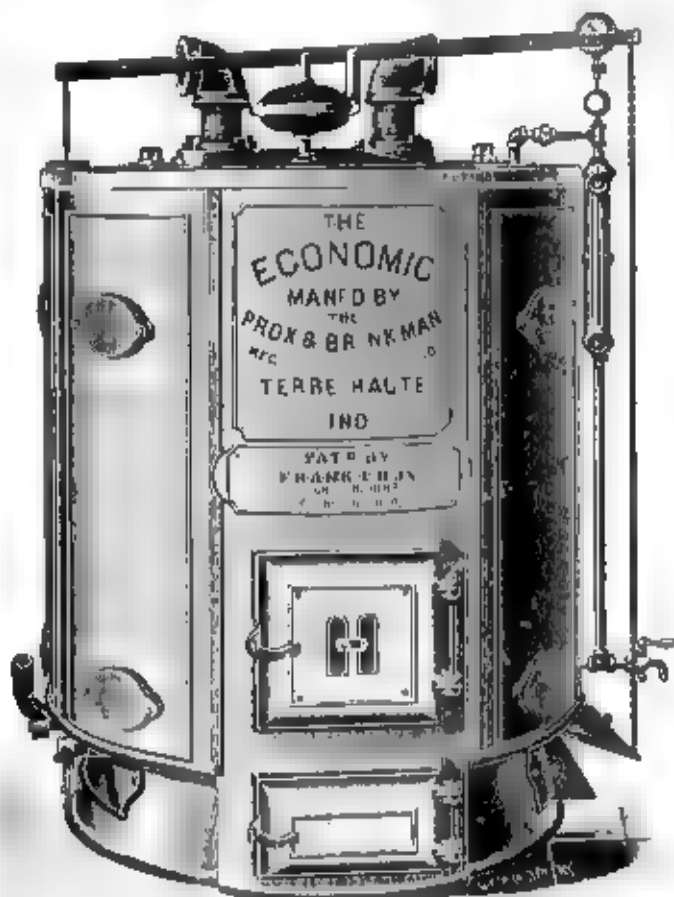
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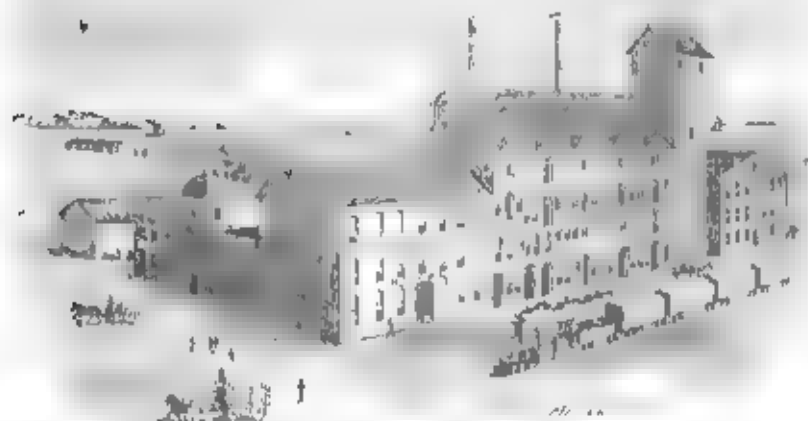
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